





## Intimations.

W. BOFFEY & Co.  
TAILORS.

2, D'AGUILAR STREET.

Have an entirely New Stock of WOOLLENS to suit the Present and Coming Season.

Consisting of—

FANCY SUITINGS, DRESS, FROCK and MORNING COAT SUITINGS, ULSTER and  
OVERCOATINGS, BREECHES and RIDING MATERIALS in variety.

FANCY VESTINGS, TATTERSALLS and others.

Hongkong, 21st October, 1896.

[1655]

Today's  
Advertisements.

HONGKONG RIFLE ASSOCIATION.

INTERPORT MATCH.

PRACTICE COMPETITIONS.

THE THIRD COMPETITION of the above Series will take place TOMORROW (SATURDAY), over the 100, 500 and 600 yards distances, under usual conditions.

Firing will commence sharp at 2.30 P.M.

Members practicing for the INTERPORT MATCH TEAM are particularly requested to attend this, the last but one of the Practice Competitions before the match.

F. SMYTH,  
Honorary Secretary.

Hongkong, 23rd October, 1896.

[1639]

"GLEN" LINE OF STEAM PACKETS.

FROM ANTWERP, LONDON AND  
STRAITS.THE Steamship  
"GLENGLYLE."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY.

Cargo remaining undelivered after the 30th instant will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all Claims for damages and/or shortages not later than the 6th November, otherwise they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 30th instant, at 11 A.M.

Bills of Lading will be countersigned by  
JARDINE, MATHESON & Co.,  
Agents.

Hongkong, 23rd October, 1896.

[1640]

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

FOR SWATOW.

THE Company's Steamship

"FORMOSA."

Captain Robison, will be despatched for the above Port on SUNDAY, the 25th instant, at Daylight.

For Freight or Passage, apply to  
DOUGLAS LAURIE & Co.,  
General Managers.

Hongkong, 23rd October, 1896.

[1638]

FOR SHANGHAI.

THE Steamship

"LOONGMOON."

Captain F. W. Schell, will be despatched for the above Port on TUESDAY, the 27th instant, at 4 P.M.

For Freight or Passage, apply to  
SIEMSEN & Co.,  
Agents.

Hongkong, 23rd October, 1896.

[1639]

## Intimations.

DAKIN, CRICKSHANK &  
COMPANY, LIMITED,  
VICTORIA DISPENSARY,  
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &amp;c.

"DAKIN, CRICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MENSES and other Large Consumers.

Any complaints should be addressed to the  
Manager.

Hongkong, 23rd May, 1896.

[1427]

## NOTICE.

WE have THIS DAY established ourselves in this Port as GENERAL IMPORT and EXPORT MERCHANTS.

COLLINS BROS.,  
No. 39, Queen's Road Central,  
Hongkong, 10th October, 1896.

[1584]

JUST RECEIVED

A SHIPMENT "WAVERLEY" BICYCLES.  
Highest of all High Grades.  
COLLINS BROS.,  
Agents,  
No. 39, Queen's Road Central,  
Hongkong, 10th October, 1896.

[1585]

## REUTER'S MESSAGE.

## TRAFALGAR DAY.

ENTHUSIASTIC CELEBRATION IN  
LONDON.THE AWAKENING OF GREAT BRITAIN TO THE  
IMPORTANCE OF THE NAVY.

London, October 21st.

Trafalgar Day was to-day generally celebrated in London under the auspices of the Navy League. Nelson's Column in Trafalgar Square was entwined by a colossal wreath from top to bottom.

Great crowds were present in the Square and patriotic speeches were made.

Mr. Goschen declined to lend a guard of honor of marines and dragoon regiments.

The papers all concur in the opinion that the demonstration implied nothing hostile to foreign nations, but only the awakening of Great Britain to the importance of the Navy.

## LOCAL AND GENERAL.

THE *Ernest Simons* left Saigon to-day at 3 p.m. for Hongkong.

A CRICKET match will be played to-morrow, commencing at 11 a.m.

A CHILDREN'S service will be held at the Park Church on Sunday next, 27th inst., 4.30 p.m. Hymns—Nos. 339, 334, 291, and 346.

THE French Government have recalled M. Laroche, the French Resident-General in Madagascar, and have appointed General Gallieni, the commander of the troops in the island, as his successor.

We notice that the roof of the hospital ship *Messina* has at last been repaired, and as she is still afloat we presume that her bottom has not dropped out from the shock of the blows of the hammer on her upper works.

PARCELS: We are requested to state that parcels for the United Kingdom posted before 3 p.m. on Wednesday, the 4th November, are due in London on 16th December. Senders of parcels are requested to post them a few days in advance.

A PETITION, signed by 13,000 residents of the Cape Colony, Natal, and the Transvaal, has been forwarded to the Directors of the British South African Chartered Company praying for the reinstatement of Mr. Cecil Rhodes as the managing director of the Company.

THE malting township of Coe in Western Australia seems to be anything but a paradise. The inhabitants go 18 miles to see a "rum-tree," bread is 1/- per lb., and whisky 3/- per bottle, and water is almost as expensive. Things are expected to improve when the railway reaches there about next March.

THE Kowloon Fringe is badly in need of repair. The concrete road only extends back for a few feet from the sea wall, with the result that the unconcreted road, behind is constantly being damaged by the sea. The road, too, is only made of soft stuff and consequently exposes the concrete part to the danger of being undermined, as occurred in the typhoon of July last.

MESSES L. M. ALVARES & Co. have started business in D'Aguiar Street in a very sensible manner. What they have in stock is of good quality, bearing well known brands, while their California hams are of rare quality and selling at a figure that makes one wonder how there can be any profit in such business in the days of high rents and very low down exchange. Competition on the trans-Pacific route no doubt accounts for fairly cheap freights, though, so Frisco goods can now reach the market pretty easily and cheaply.

THE new mosque of the Hongkong Regiment was opened at noon to-day in the presence of the Officers and men of the regiment. The band played Indian airs during the ceremony. This mosque, which makes one of the prettiest views in Kowloon, has been built entirely by subscriptions raised from the men of the regiment. It faces east and is built round a courtyard, forming three sides of a square. The view from the road running by the Officer's Mess is exceedingly picturesque and we must congratulate "Our Very Own" on their new acquisition.

At the Police Court this morning, a coolie was charged with creating a disturbance in Messrs Robinson & Co.'s shop. He had been arrested on a charge of wilfully smashing a window, but he was discharged for want of evidence. He then went to the shop and demanded \$3 which he said was owing to him for wages, he having been discharged from Messrs Robinson & Co.'s employ. He looked very fierce and made a great noise and so a policeman was called in to remove the nuisance. The prisoner was bound over to be of good behaviour—for ever and ever.

On the 8th instant Lord Rosebery addressed a letter to the Liberal Whip resigning the leadership of his party. In this letter he says:—"I find myself in apparent difference with the mass of the Liberals on the Eastern Question, and in some conflict of opinion with Mr. Gladstone, and I receive implicit support scarcely anywhere." The resignation of Lord Rosebery is generally ascribed to Mr. Gladstone's intervention in the Armenian question and Sir Wm. Harcourt's persistent ignorance of Lord Rosebery's existence.

## MEMORANDA.

TO-DAY, 23rd October.  
An Interim Dividend of 1 per cent. on shares of the Wanchai Warehouse and Storage Co., Ltd., will be paid to-day.  
8.30 p.m.—Performance in the Hall of Mysteries, Duddell Street.

TO-MORROW, 24th October.  
Tenders for renewals and repairs to the British barque *West York*, will be received at Messrs Dodwell, Carill & Co.'s office up to noon.  
2.30 p.m.—Competition of the Hongkong Rifle Association at Kowloon.  
9 p.m.—Meeting of Victoria Chapter.

THE popularity of the Hall of Mysteries seems to be well maintained, and as the performances have hitherto commenced to late for the "small fry" to attend the management have arranged to give a matinee on Saturday, 24th inst., commencing at 5.15 p.m. This is just the kind of show to amuse the little ones.

THE rumour that Dr. Jameson is to marry the Dowager Countess of Dudley, daughter of Sir Thomas Mordaunt and widow of the first Earl of Dudley, who died in 1885, is revived by the frequent visits which the Countess has lately been paying to the prisoner in Holloway Gaol and by her interest in his trial.

TRAFALGAR Day was generally celebrated in London under the auspices of the Navy League. The Nelson Column in Trafalgar Square was entwined by a colossal wreath from top to bottom. Great crowds were present in the Square and patriotic speeches were made. All the great London dailies concur in the opinion that the demonstration implied nothing offensive to foreign nations, but only the awakening of Great Britain to the importance of the Navy.

THE fact that Japan possesses in the *Yoshino* the fastest cruiser, but one afloat seems to have escaped notice. The Argentine cruiser *Buenos Ayres* is the only ship of her power that could overhaul her, the speeds being *Yoshino* 23 and *Buenos Ayres* 23 knots. The *Powderful* and *Terrible*, our fastest cruisers, can only steam 22 knots, so that, in the event of complications arising with Japan, we should have nothing to send against this cruiser were she detached from the main fleet as a commerce-destroyer.

THE merge attendance at the meeting of the Navy League this afternoon was anything but creditable to the British section of the community. Of course it was pleasant to go for a walk, or play tennis, or go for a trip in a launch, or attend a tea-party, but unless very good reasons could be shown for absence it was practically the duty of every member of the League to be present at the first annual meeting. By their presence the members would have shown that they take an intelligent interest in the naval affairs of the Empire; that the patriotism of the average Britisher has not yet died out; that they can still see a little further than their ledgers, and that they feel grateful to the gentlemen who are working so hard to further the interests of those whose lot is cast in this island home. We shall give a full report of the proceedings in our next issue because we wish to put the speeches on record and let the whole world know that the Hongkong branch of the Navy League is what business men term a "going concern."

We find in a native Indian paper, the *Independent* to wit, some very sensible remarks, about the epidemic in Bombay. It says:—"Bubonic plague, or black plague, or a malignant type of fever, or whatever you like to call it, that has taken Bombay by surprise and spread great consternation among the people everywhere, is another verification of the truth in the adage, 'In the midst of life we are in death.' The scare that has sprung up from the densely populated part of the town, via, Mandvi, and of which the first note was sounded in the last Wednesday's meeting of the Standing Committee, chiefly by two members of that body who shyly represent that ward on the board of the Corporation, has spread like wildfire and the different communities residing in 'Bombay the Beautiful' (the appellation sounds rather harsh at this time of day) have become quite panic-stricken. As it were, a bolt has come from the blue in our midst in the form of this latest threat to the lives of the citizens, a threat which the superstitious and the philosophic may well reckon as a just punishment for the filth of those times against purity, sanitation, and public health which has come to overflowing in this charming island of ours. It is a contagious type of disease that is undeniable. And any contagion is awe-inspiring for it loses no time in spreading over and catching other wards and parts with disastrous result. Even if it is a disease peculiar to the condition of Mandvi district alone, no effort should be spared to check its further growth. It has already passed its sporadic character, hence the more necessary for very vigilant action. What is the Corporation doing? It ought not to have waited till its coming monthly meeting in the first week of October. It ought to have called a meeting of urgency, and then, in conjunction with the Health Officer and Drainage Engineers, taken steps at once to meet the evil half way. The sanitary condition of Mandvi has never looked satisfactory. It is a standing reproach to the Corporation and the Municipality of Bombay, and now is the time to do heartily what has been so foolishly and thoughtlessly left undone, and leave the rest to nature. Nature is whimsical at times to give unlooked-for sanitary wrongs for a time to give unlooked-for and then she comes down deliberately and defiantly to avenge with terrible vengeance the sins of omission and commission. The present calamity may be a blessing in disguise. It may have come about to open our eyes and push us on to drastic and active measures of reforms. So now is the time to strike blows here, there, and everywhere to remove insanitation or defecation, which is the first and the most fruitful source of all the diseases which man is unhappily heir to.

A FEW months ago there was a most excellent proposal to build a Cape Town to build and equip a cruiser, to be called her Majesty's ship *Archimedes*, as a contribution towards the naval defence of the Cape of Good Hope, which is undertaken at present entirely by ships the funds for which are provided by the Imperial Exchequer. The idea is that the ship when completed shall be kept over in commission and in the highest state of efficiency, and that at all times a considerable portion of the crew shall consist of South African British lads, who shall learn the duties required of seamen on board a man-of-war in battle, and so produce a reserve of trained sailors at the Cape ready to take to the sea at a moment's notice, whenever an emergency shall arise for the utilisation of their services. The idea is an excellent one, and it carried out may form the nucleus of a British Colonial Navy which would be the means of increasing British naval power to such an extent that we need not fear, not only any probable but any possible combination of naval powers.

## NAVY LEAGUE.

The first annual meeting of the Hongkong branch of the Navy League was held in the City Hall at 5 o'clock this afternoon. Mr. A. Coxon (President) presided and there were also present Mr. Gresham Stewart, Comdr. W. C. H. Hastings, R.N., F. Marshall (Committee) and Captains G. C. Anderson, Messrs. H. N. Mody, Granville Sharp, N. J. Ede, McGregor, Forbes, A. MacConachie and two others.

Before asking the members to pass the report, which was taken as read, the Chairman gave a most interesting and most satisfactory account of the work done during the year. He stated that a voluminous correspondence (which is open to the inspection of all members) has been carried on with the Executive Committee of the League in London; that an elaborate and carefully prepared statistical table, drawn up by Captain Hastings, showing that upward of £1,100,000 worth of British shipping is daily afloat between Singapore and Hongkong and so open to serious injury by an enemy's fleets; that the attention of the Executive Committee has been called to the fact that Naval Reserve officers and men should be allowed to resume service in any part of Her Majesty's dominions; that this branch of the League has made special representations to the parent League respecting the desirability of extending our frontiers over the neighbouring islands; that correspondence has been carried on with the Liverpool and other branches of the League endorsing the views of Lord Charles Beresford respecting the necessity for manning our fleet properly and having a very much larger Reserve than at present, and he wound up by expressing, in forcible language, the patriotic objects of the League. He also stated, amidst applause, that on Trafalgar Day the local Committee wired to the London Committee that "the Hongkong Branch unites in honouring the day."

Owing to the late hour (6.10 p.m.) at which the meeting adjourned we are compelled to hold over a full report, which includes interesting speeches by Captain Anderson and Mr. Granville Sharp. It should be mentioned, however, that the Hon. H. E. Pollock was elected Hon. Secretary, vice Mr. E. W. Mitchell, who has resigned; that the Committee was re-elected with the addition of Mr. Pollock's name as a member, and that a very hearty vote of thanks to the Chairman and the Committee was carried by acclamation.

## THE REPORT.

The following is the report of the Hongkong Branch of the Navy League for the year ending 30th September, 1896, that was taken as read:—

At a meeting of the China Association (Hongkong Branch) held on the 22nd August, 1896, it was unanimously agreed to form a branch of the Navy League in Hongkong, and all the members of the China Association present signified their intention of joining it.

On the 12th September following, 54 members having been enrolled, a meeting was held to form a Committee and the following gentlemen were elected:—Mr. R. Cooks, Mr. A. Coxon, Mr. J. J. Francis, Q.C., Mr. W. C. H. Hastings, R.N., Mr. A. M. Marshall, Mr. E. W. Mitchell, Mr. R. Sheehan, Mr. G. Stewart, and Captain A. Tillet, R.N.R.

This Committee appointed Mr. Atwell Coxon as President, and Mr. E. W. Mitchell Honorary Secretary for the year. There are at date 85 Members (and 23 Associates on the books of this Branch. The accounts have been kindly audited by Mr. L. Kennard Davis.

ATWELL COXON,  
President.

Hongkong, 30th September, 1896.

## THE BALANCE SHEET.

In Account with the Honorary Secretary.

1895/96	Dr.	
To remittance to London	£275.37	
To stationery	12.15	
To advertising	36.50	
To Edgar relief fund	50.00	
To subscription to Trafalgar day celebration fund	45.85	
To postage and printing	26.40	
To balance with Hongkong and Shanghai Bank	312.69	
		£867.96

1895/96	Cr.	
By subscriptions from 85 members	£823.06	
"subscriptions from 23 associates	44.00	
		£867.06

E. &amp; O. E.

E. W. MITCHELL,  
Hon. Secretary.

Audited and found correct.

L. KENNARD DAVIS.

Hongkong, 30th September, 1896.

## NAVAL NOTES.

The *Alacrity*, with Admiral Sir A. Buller on board, is due at Shanghai to-morrow.

H.M.S. *Archer* is now at Chefoo, and the "Flying Dutchman," otherwise H.M.S. *Ethel*, is at Shanghai. There is no truth in the rumour that Admiral Buller is thinking of shifting his flag to the *Ethel*. The *Centurion* has been found to be quite suitable for a flagship.

The storeship *Hammer*, the battleship *Centurion*, the gunboat *Rattler*, the cruiser *Edith* and the tiny gunboat *Firebrand* are in Japanese waters—the first three at Nagasaki and the latter at Yokohama and Kobe respectively.

Her Majesty's ships *Immortalist* and *Passark* are at Chemulpo, Korea.

H.M.S. *Swift* is still undergoing repairs at Nagasaki.

The weight of projectiles thrown by the "end-on" guns of the three new United States battle ships, mentioned in last night's issue, amounts to no less than 3,540 lbs., or 1,000 lbs. more than is thrown by the whole of the heavy guns of the *Centurion*. These figures alone show the tremendous power of the ships as compared with our own or those of other nations.

THE WHITE MAN WITH THE  
YELLOW MONEY.

THE TRUTH ABOUT JAPANESE COMPETITION.

Mr. R. P. Porter contributes to the *North American Review* a paper on this subject which is not calculated to allay the anxiety with which John Bull regards the future of his foreign trade. Mr. Porter, however, is not concerned about the bearing of Japanese competition on British trade; his attention is turned to the subject on account of the inroads which the Japanese are making into the American market, notwithstanding the McKinley tariff. He says:—

The Japanese have, metaphorically speaking, thrown their hats into the American market, and challenged our labour and capital with goods which, for excellence and cheapness, seem for the moment to defy competition, even with the latest labour-saving appliances at hand.

## MR. PORTER'S REPORT.

That the Japanese are in a situation very substantial proportions, he proves by statistics as to the import of various Japanese articles into the United States. After quoting his statistical table, he says:—

Within the last few months I have visited the districts in Japan and inspected the industries reported in the above table. The increase in the exports of textiles, which was over forty-fold in ten years, is due to the fact that Japan is a nation of weavers.

The Japanese, it seems, are sending immense quantities of cheap silks and all kinds of cheap goods into America, but what they have done is as nothing to what they are about to do.

The Japanese are making every preparation, by the formation of guilds and associations, to improve the quality and increase the uniformity of their goods.

## THE FATE OF LANCASTERSHIRE.

Incidentally Mr. Porter intimates that Lancashire may consider itself doomed. In Japan, he says, —

Cotton spinning in 1889 gave employment to only 5,394 women and 2,539 men. In 1895, over 30,000 women and 10,000 men were employed in mills that for equipment and output are equal to those of any country. The future of the cotton industry, at least to supply the Asiatic trade, is bound to be in China and Japan. England is doomed so far, at this trade is concerned and nothing can save her—not even bimetalism, as some imagine. Cotton mills are going up rapidly, both in Osaka and Shanghai, and only actual experience for a period of years will demonstrate which of these locations is the better. My own judgment, after a close examination of every item in the cost of production, is in Japan.

Should Japan take up the manufacture of woolen and worsted goods as she has done cotton, her weavers could rival those of America some surprise and doubtless those who claim there is nothing in Japanese competition. A constant supply of cheap wool from Australia makes it possible, while the samples of Japanese woolen and worsted cloth and dress goods which I examined while there indicate that in this branch of textiles the Japanese are as much at home as in silk and cotton. They are also doing good work in fine linen, though so far the quantities produced are small.

The sudden influx of the Japanese umbrellas, something like a 4,000,000 exported in 1894, has caused anxiety among umbrella makers in the United States, though at present most of the product goes to China. There are some of the facts that point to the importance of Japanese competition.

## MR. KANEKO'S PROPHECY.

The Japanese themselves have not hesitated to boast of their approaching triumph in the industrial field. Mr. Porter says:—

When in Japan I had the pleasure of meeting, among other statesmen and officials, Mr. Kaneko, Vice-Minister of Agriculture and Commerce. I found him a man of intelligence, matured, and of wide experience in economical and statistical matters. Educated in one of the great European universities, he is up to the spirit of the age in all that relates to Japan; and, her industrial and commercial future.

Mr. Kaneko recently made a speech to a Chamber of Commerce, in which he said:—

The cotton spinners of Manchester are known to have said that while the Anglo-Saxons had passed through three generations before they became clever and apt hands for the spinning of cotton, the Japanese have acquired the necessary skill in this industry in ten years' time, and have now advanced to a stage where they surpass the Manchester people in skill.

## NELSON RELICS.

Although far far away from the scenes of patriotic enthusiasm exhibited in London on Trafalgar Day it is perhaps comforting to feel that, thanks to those who were near and dear to "England's greatest hero," we are able at this time, and on the occasion of the first annual meeting of the local branch of the Navy League, to look over, and give facilities of, some Nelson relics which have been carefully preserved and published in the form of a neat little volume entitled "Nelson's Words and Deeds." In this volume, which should be in the possession of all members of the Navy League, we find a sketch of Nelson's career, and extracts from letters written by "the conqueror of a hundred fights" to his relatives and friends, as well as testimony of his noble character and love of country from the pens of naval officers who had the honour and pleasure of serving with him and witnessing his wonderful, his matchless fortitude while held firmly in the cold relentless grasp of Death.

Amongst the relics preserved in the little volume above mentioned we find many that would now interest our readers, but as our space is limited we must content ourselves with one or two only.

## THE FAMOUS SIGNAL.

Lieut. John Pasco, R.N., who was Flag Lieutenant of the *Victory*, reported on the "famous signal" as follows:—

His Lordship came to me on the poop, and after ordering certain signals to be made about a quarter to noon, he said:—"Mr. Pasco, I wish to say to the fleet 'England confides that every man will do his duty'; and he added: 'You must be quick, for I have one more to make, which is for close action.' I replied: 'If your Lordship will permit me to substitute *England for God*, the signal will soon be completed, because the word *England* is in the vocabulary, and *confides* must be *spelt*.' His Lordship replied in haste, and with seeming satisfaction, 'That will do, Pasco; make it directly.' When it had been answered by a few ships in the van, he ordered me to make the signal: *for close action*, and to



half of it; accordingly, I boiled No. 16 at the top-gallant mast-head, and there it remained until about 10 p.m.

ONE GREAT OBJECT IN VIEW.  
To Lord Collingwood he wrote on the eve of the battle of Trafalgar:—  
I send you my plan of attack as far as a man dare venture to guess at the very uncertain position the enemy may be found in. But, my dear friend, I'll place you perfectly at ease respecting my intentions, and to give full scope to your judgment for carrying them into effect. We can, my dear Coll, have no little jealousy. We have only one great object in view, that of annihilating our enemies, and getting a glorious peace for our country. No man has more confidence in another than I have in you; no man will render your services more justice than your very old friend.

DO AS YOU WOULD BE DONE BY.  
To some French prisoners at Malta he wrote:—  
I have sent to the French admiral in Toulon an exchange of prisoners. After keeping the boat waiting three hours, a message came down that the French admiral would receive no letter or message and ordered the boat to return; therefore, you must blame the cruelty of your own admiral for keeping you prisoners. At the same time, I shall be happy to do all in my power to render your captivity as easy as possible—always remembering, do as you would be done by.

THE MARK OF NELSON.  
To a friend he wrote in 1801:—  
I received your kind letter from Plymouth, and congratulate you on the birth of a grandson, who I am much flattered with your intention to call after me. I trust that the name of Nelson will remain with credit to our country for many ages, and although I do not yet despair but that I may have fought for my own life, yet the honour of the Nelson family will not, I am confident, be lost by yours.

HIS BELIEF.  
To Lady Hamilton he wrote on the 25th April, 1801:—  
I am myself a Believer in God, and if I have any merit in not feeling doubt, it is because I feel that His power can shelter me when He pleases, and that I must fall whenever it is His good pleasure.

## RAILWAYS IN CHINA.

Colonel M. R. Jeffords, an American engineer, who claims to have made a contract with Hsu Taisi for the construction of the Hankow-Peking Railway, on the 7th instant addressed the Editor of the *Peking and Tientsin Times* as follows:—

Sir,—My attention has been called to a leader in your influential journal of the 19th ult., in which you make statements that are very misleading. These of your readers who have not access to official reports, and hearing one side of a story are not competent to judge for themselves of the merits of the case. Therefore, as far as your article bears upon my interests in Chinese railways, I beg the privilege of stating my side of the controversy.

Re the proposed Peking and Hankow Railway.—I entered into a contract on February 6th last, with H.E. Hsu Yin-tang, who had been appointed by the Chinese Government to collect money and organize a company composed of Chinese merchants for the purpose of carrying that work into execution. The capital of the company was stated to be thirty million taels, of which two-thirds must be subscribed by Chinese merchants and the other one-third could be subscribed for by foreigners. After examining Mr. Hsu's credentials I entered into a contract with him to furnish capital for the one-third set aside for foreigners, provided I could have a contract to build and equip the road which was to be the standard English and American gauge and first class in all respects, for a sum not to exceed a maximum of forty thousand taels per mile, the exact sum to be agreed upon after proper surveys and study of the line had been completed. My object in not stating an exact price was, in the first place, to prevent competitors from bidding half a dollar under me and thus secure the work; in the next place if I found that I could build and equip the road for thirty thousand taels per mile, and at the same time make my percentage of profit, I would do so, as nothing works to so great a disadvantage to any country as to have its commercial highways encumbered with an enormous capital. England may be cited as an instance where the high rates charged in order to pay dividends to shareholders have practically annihilated the agricultural industries of that country, and farms can now be bought for one half the price they would bring before railways advanced any portion or the whole of the amount subscribed by the merchants if they can show through their bankers that they are responsible and worthy of credit. I have met with much opposition from my competitors because I propose to give the Chinese their money's worth. It is currently and openly reported in New York, London, and on the Continent that if railways are to be built in China, the maximum of extravagance, robbery, and incompetency must be practised, and capitalists are on the lookout for schemes of that sort. If China is to build her railways on the lines upon which railways have been built in England and America, it will be many years before she will reap the benefit that she should at once reap. She is in a position to take advantage of all improvements made in the railways of other countries and to guard against the mistakes that have hitherto been made. The railways of England have been hampered by the fact that capital for purposes of legislation, and by a policy of conservatism that has been a complete barrier to innovation. The creed of directors there has been "as it was, is now, and ever shall be," and it costs the good people of the United Kingdom over 20 millions sterling annually to maintain that policy.

Re American railways.—The capital of American railways is upon the average more than double that of the railways of any other country. This is due to the fact that American railways were capitalised upon actual cost and every dollar accounted for, as is the case with English railway companies; they are to-day, and have been for years, earning more than 10 per cent. per annum. For the excessive capitalisation of American railways, the bankers and brokers of London are as much, if not more, to blame than the American management. Most of the American railways are bonded or have debentures representing more than the actual cost of their property. Is it any wonder then that dividends are not forthcoming on their shares? From the above it will be seen that the reported cost of railways in England or the United States is no criterion for China to go by. Now, with regard to working expenses of railways.—It is a well-known fact and often discussed by people throughout the world, especially in Tharomington St. London, that the working expenses of English railways are from the fact that 25 per cent. of the gross receipts are required on American lines are far less than the expenses of American railways. It never occurs to the people who make such statements that the gross receipts per ton per mile of one line of railway may be largely

in excess of those of another. Analysing the reports of the London and North Western Railway, it is found that their average charge per ton per mile for hauling freight is 25-26 cents, while the reports of the New York Central Railway show that their average charge per ton per mile is only 54 cents, or a little over half a cent. It will readily be seen that 60 per cent. of one half a cent, a ton per mile is far less than 25 per cent. of 25 cents a ton per mile. This is a feature which does not enter into the cost of a road, because the fixed charge or interest on debentures does not come into consideration until after the working expenses for hauling traffic are paid. If the difference between the working expenses and the gross receipts amounts to 45 per cent. of the gross receipts, as they do on the London and North Western Railway, where there is left from this 45 per cent. after deducting fixed charges, goes to the shareholders upon the London and North Western Railway amount to one and one-fifth cents per ton per mile, while upon the New York Central it amounts to a little less than one-fifth of a cent per ton per mile, yet the New York Central dividends have averaged over 5 per cent. per annum for the past 25 years. These figures are sufficient to give to any thinking mind, familiar with the analysis of railway accounts, a correct basis for calculation. You say "the Indian railways are able to carry passengers and goods at lower rates than are known in the United States." There are only two lines of railway in India that work at a less cost for operating expenses than the average cost in the United States and these are lines upon which the operatives receive less than ten per cent. of the wages paid to American railway employees, and when fact costs only one-fifth the amount paid in the United States. Other comments respecting this are unnecessary.

Respecting locomotives.—It has been stated that an English locomotive which will haul 22 tons of the stiff and rigid English waggons, loaded with 8 tons each, will haul 40 flexible bogie waggons of the American type, loaded with 30 tons each. The type of locomotive I have selected for the use of the Peking and Hankow Railway, for passenger service, is of the following dimensions:—cylinder, diameter 17 inches, stroke 24 inches; driving wheels, diameter 66 inches; boiler, diameter 42 inches; firebox, length and width 96 inches by 43 inches; feet, number 202, diameter 2 inches; length 12 feet 10 inches; wheels, rigid, 3 feet 6 inches; engine 15 feet, engine 25 feet 2 inches; total 48 feet 3 inches; weight in working order, about 28,000 lbs.; load 28,000 lbs.; drivers 88,500 lbs.; foot truck 25,000 lbs.; total weight of engine without tender, 113,500 lbs. This type of locomotive, after four years' continuous service, pulled a train of cars a distance of 86 miles in 70 minutes and 45 seconds. The maximum speed attained was 92.5 miles per hour; 8 consecutive miles were done at the rate of 82.4 miles per hour, and 13 miles at the rate of 80.6 miles per hour. The maximum revolutions of the driving wheels per minute were 62, average 37; the maximum motion speed in feet, per minute, 1,878, average 1,435; total weight of coal used 3,500 lbs.; water evaporated, 3,700 gallons; water evaporated per pound of coal, 9.4 lbs.; total weight of train including engine, 205,000 lbs.

These data I submit for your earnest consideration and have the official reports at hand to verify. I do not wish to encumber this communication with the details of the type of freight locomotives I have selected for the consideration of the officers of the Peking and Hankow Railway Company, when organized, but if you wish to have these data I have them at hand for your inspection.

## THE MANNING OF THE FLEET.

LETTER FROM LORD CHARLES BERSFORD.  
Lord Charles Bessford, who has been on a yachting cruise to Norway, has sent the following letter to the Liverpool Chamber of Commerce:—

My dear Mr. Dawson:—I have been out of point limits for some weeks, so have not heard of the result of Liverpool Chamber of Commerce resolution sent to the Government. To-day I received my mail in to August 1st. I have seen the reply of the First Lord to you, but have not yet seen which side the Chamber took upon this reply. The First Lord, I observe, never states a single point of the many serious points I brought before your notice at Liverpool. He has adopted exactly the same line that a former First Lord adopted when I was urging on the country to spend a sum of 20,000,000 on the fleet in the addition of ships of war. The present First Lord agrees that "the personnel has been increased during the eight years." The former First Lord agreed that "the fleet had never been so strong before." Both statements were absolutely true, but they do not meet the point one bit as to sufficiency for our requirements.

I see one very hopeful sign of the result of your resolution, however, in the First Lord's reply to you. Previously he had declared publicly that no amount of criticism would make the Admiralty diverge from their intention of steadily increasing the personnel of the fleet at the rate of 5,000 men a year. In his reply I observe now that he speaks of a "proportionate increase" and "a year to allow for the expansion of the fleet." I submit this is a far better line to adopt. There is a comic aspect of the First Lord's reply to you. He says: "Parliament agreed to his proposals this year relative to the personnel without debate." Of course it did; he is resolute master of the situation; and Parliament will agree to as many as he asked for or as few. There are few people in Parliament who can debate the question, and it is owing to this that the Navy has been starved over and over again, and that the public mind is becoming more and more dangerous. Can you conceive more dangerous position? It only bears out the truth of the saying that "Upon the nation depends the strength of the fleet." That being so, authority ought to be obliged to those of us who do our best at infinite trouble to let the nation see things as they are.

There is no necessity for heat on either the side of authority or those who desire reform and improvement. What we want is complete publicity of the state of our defensive forces, and then cool, calm, and statesmanlike discussion regarding requirements. We must all work together with one object in view, which is essentially a national object and not a party one or a personal one of those who are in authority for the time being.

The First Lord and myself are really much more in agreement than is apparent by the arguments and discussions in the Press, and when I get back into the House of Commons I expect there will be but little difference in our views.

The danger I exposed to your Chamber are real and very apparent, more particularly with regard to the want of a sufficient and properly trained reserve. I formulated a scheme for putting this right, but I do not say it is the best or only scheme; but it is a scheme, and there is no other before the public at present that in any way meets the case. If your Chamber and other Chambers will only keep on "pegging away" it will help the Government of the day to put things right.

Yours very truly,

CHARLES BERSFORD.

P.S.—First Lord's reply is an ample justification of my statement as to want of business principles with regard to young men.

## JOHN BULL'S INTERESTS IN SAMOA.

WHO IS THE PREDOMINANT PARTNER? In the *Washington Review* for September, Mr. J. F. Rose-Soley publishes an elaborate paper on German and English interests in Samoa, which will not be read with satisfaction at Berlin. For Mr. Rose-Soley's point is that, excepting the great firm of Goedeffroy, which might be bought out to-morrow by any English capitalist—its interests being purely commercial—Samoa is virtually a British settlement.

GOODEFFROY AT PATERA HILL. Mr. Rose-Soley's paper is a valuable feature of the paper to which a slight commercial firm can create a political interest and establish a position which becomes essential to an Imperial policy. But in Samoa, outside Goedeffroy's firm, the Germans are nowhere. Mr. Rose-Soley says:—

Once we have done with the German firm and its plantations we have done practically with German influence in Samoa. If the German company, as it is quite feasible, were to be bought out to-morrow by an English or French syndicate, the national interest in the group would entirely cease. The removal of this one company would leave British influence predominant in every direction, whether in the matter of land, population, or wealth. Let us take possession island first. The Germans own 75,000 acres, nearly the whole of which belongs to the German firm; the British own next, with 35,000 acres; and following were the Americans, with 21,000 acres; the French, with 1,300 acres; and the people of various nationalities with 2,000 acres. Of the cultivated land, 100,000 acres went to the Germans, 40,000 to the British, 20,000 to the Americans, 20,000 to the French, and the balance to people of various nationalities. Thus Germany again stands first on the list, but if we deduct the area (75,000 acres) of the plantations owned by the firm, the German landed interest takes the lowest place. Even in the matter of residential white population, Germany, in spite of her many plantation employees, does not come first. Great Britain leads with 103 residents. The Germans are next with 122, then come the Americans, 46; a number, however, which includes Samoan missionaries. There are only 96 Frenchmen, and the total foreigners resident in the group is but 412.

Out of the German population, nearly one-half are employed by the German firm; the balance are mainly store or hotel-keepers. The professional men, the lawyers, accountants, and so on, are of the English race, the two newspapers published in Apia are printed in the English language, the head of Victoria appears on all the coins in circulation, and the natives, whenever they speak a foreign tongue, all speak English. The German language has no hold on the land; it is spoken only amongst a limited circle, and for all intercourse with natives, or business correspondence, the English has to fall back on English. It is a significant fact that the German firm, though it employs exclusively clerks of its own nationality, keeps its books in English. The import returns are decidedly in favour of the British, for out of 2,500,000 worth of goods imported in 1894, 2,750,000 came from Great Britain and her colonies, 1,600,000 from Germany, and the balance from the United States.

## —AND BY RELIGION.

It is more than sixty years since the London Missionary Society first commenced operations in Samoa, and to-day the whole group is nominally converted to Christianity. As far as all outward signs go, the Samoan of to-day is a most devout Christian. The missionary of to-day has become a schoolmaster rather than an evangelist. Thus we arrive at the significant fact that the Samoan people have been, and are being, entirely educated by the missions. The utterly incapable and impetuous Samoan Government contributes not a penny towards the cost of teaching its own people. The work has been performed almost entirely by English brains. The London Missionary Society, first in the field, has done the gloriol share, and to-day it claims as adherents some 17,000 Samoans. In the absence of a census, whether religious or secular, exact figures as to population are not obtainable, but it is estimated that the general population is about 35,000 natives. Of this number the Roman Catholics, who have many workers in the field, may have 5,000 converts, the Wesleyans perhaps an equal number, the remainder belonging to the London Mission. Thus, with the exception of the small French Catholic Mission, the whole credit of Christianity in Samoa belongs to the English, an achievement which certainly ought to rank higher than the purchase of a few thousand acres of land, at a low price, from half savage native chiefs.

## THE "V. C." AND ITS RUSSIAN PROTOTYPE.

"W. W. S." writes in the *Calcutta Statesman*:—"The Victoria Cross, though a much-prized decoration, hardly comes up to its Russian prototype, which is only conferred for deeds of the most desperate bravery, and carries several privileges and distinctions unknown in any other country. In 1853 several wealthy Australians visited St. Petersburg, and their wishes as to the award of the medal were made known to the Emperor. During the interval pending the arrival of the Imperial Majesty the Tsar, the grand staircase was crowded with visitors, officers of the various regiments, cavalry, infantry, and artillery. As the visitors were viewing the magnificent spectacle a sudden commotion took place, followed by silence that took every body by surprise, as there was nothing apparently that any one could see to cause it. Presently the visitors looked on a wonderful apparition, which was the publicist, the military duty. All present saluted, even general officers. One of the visitors asked who and what they were saluting. A Russian officer of high rank in their vicinity replied, "You see that weather-beaten soldier advancing up the steps?" "Yes," was the reply; "what about him?" "Well, these officers are saluting the cross on his breast; it also entitles him to a 'present arms' which was actually the case, for he advanced the salutation with the cross on his breast. The 'present arms' still he had passed. Right proudly did the old soldier pass up the steps with his hand to the 'salute.' 'You see,' continued the general officer, 'though I am a General, I do not possess that cross, which will be saluted by his Imperial Majesty the Tsar when he sees it.' 'Whatever did he do,' remarked one of the visitors, 'to win it?' 'It was during the Circassian campaign,' replied the General. 'That an advance in the ranks into the hands of the Circassians, who, as you know, are all cavalry. The day previous they had captured a Russian battery, but did not know how to set the guns; so the old soldier—the only one who was living out of the few captured—was chained to the gun and placed the next morning in a narrow mountain pass up which the Russian troops were advancing. As soon as the Russians appeared in sight he was told to load and fire. He loaded the gun, and, suddenly, by a supernatural exertion of strength, the Russians dashed forward and took the pass and gun. The old soldier, covered with sabre strokes, was found chained to it, and, strange to say, alive. On recovering, he received the much-coveted decoration from the hands of his Imperial Majesty the Tsar, and you see the Medallion and sash he wears on the waist."

## LATE TELEGRAMS.

LONDON, October 22nd.  
The death is announced of the poet William Morris.

BULWYAN, October 23rd.  
A terrible explosion of a mine took place here to-day in which five whites were killed and several wounded. Scores of Kafirs were crushed by fragments of rocks. The streets of the Veldt were strewn with rocks and debris. The hospital, 2401, and market are filled with the wounded.

LONDON, October 23rd.  
The German press affirm that Said Khalid being a political prisoner it was impossible to extradite him, and that he was removed openly to the interior in order to assert the dignity of Germany, because Britain protested.

BERLIN, October 23rd.  
The *Calcutta Gazette* publishes a violently anti-English letter from Zanzibar affirming that Said Khalid is faithful both to the throne and to the Sultan and General Mathew promised to reiterate him if he left the Palace. The letter adds that the British Marines looted in a manner unworthy of disciplined troops, and concludes by a violent personal attack on Consul-General Hardinge and Consul-Cave.

LONDON, October 23rd.  
The death is announced of General Sir James Abbot. The deaths are also announced of M. du Maurier, artist, and Lord Kensington.

## LEGAL INTELLIGENCE.

## SUPREME COURT.

## CRIMINAL SESSIONS.

(Before Mr. Lordship Dr. J. W. Carrington, C.M.G., Chief Justice.)

October 23rd.

## THE CAUSEWAY BAY MURDER.

Chen Tai Yau and Wong Tung Shui were charged with the murder of Ho Tai Sang at Causeway Bay on the 10th September.

Hon. H.E. Pollock (Acting Attorney-General), instructed by Mr. Johnson (Crown Solicitor), appeared for the prosecution and Mr. C. A. D. Melbourne (instructed by Mr. Reece) defended the prisoners, who pleaded not guilty.

The following gentlemen composed the special jury—Messrs. C. A. Toner, F. L. Dalrymple, Fung Yee Chun, N. A. Sieb, J. H. Garrell, R. E. Leigh, and E. W. Mitchell. The Acting Attorney-General explained the facts of the case and said that the two prisoners were jockeys employed at Mr. Kennedy's stables, Causeway Bay. Both came from the north, while the murdered man, Ho Tai Sang, was a Hakka man and was employed as a mafco. On the evening of the 10th September, about seven o'clock, the two prisoners went on board a sampan which was lying a few feet from the shore at Causeway Bay and smoked cigarettes. About a quarter of an hour afterwards Ho Tai Sang and three other Hakka men who were also employed as mafcos, went on board the sampan. Ho Tai Sang asked a woman and her daughter who were in the boat to take them for a row in the harbour, but the sampan women said they could not as the sampan was licensed to carry only six passengers. Ho Tai Sang then got rather demonstrative and said he had 200 cash to pay the women. The first prisoner said he had 200 cash and he ought to be taken for a row because he got into the boat first. Some kind of altercation then took place between Ho Tai Sang and the first prisoner as to which of them should go for a row. The mistress of the sampan in her evidence would say that Ho Tai Sang said to the first prisoner "I'll beat you to death," and that thereupon the first prisoner hurriedly left the boat and went ashore and he was followed by the other five men. The two prisoners went quickly into the stables and immediately came out again. Ho Tai Sang and Chen Tai Yau (who was also murdered, but whose case the jury were not concerned with) were walking ahead, and when the prisoners came up to them the first prisoner set upon Ho Tai Sang and the second prisoner set upon Chen Tai Yau with the result that both the men attacked were stabbed to death. The prisoners then injured the other two men who had been in the boat and they then separated. The first prisoner went to Mr. Kennedy's stables and saw Mr. Bailey, to whom he said "I have stabbed three or four men at Causeway Bay." He then produced a knife with which he said he had committed the attack and mentioned that the men had punched him. Ho Tai Sang in the second prisoner counsel pointed out that he stood in entirely a different category from the first prisoner. The prosecution suggested that there must have been some concert between the two prisoners; that they must have had an agreement to attack the four men, as it was almost impossible to conceive that they would independently have come to the conclusion to stab the four men. Therefore, as his Lordship would doubtless point out to the jury, if these two men did agree to stab the four Hakka men, and if in the course of the attack Ho Tai Sang was killed and the first prisoner was the man who inflicted the blows which caused the death, that the second prisoner would be equally guilty of the murder of Ho Tai Sang.

Evidence was then led. As the witnesses and the prisoners spoke different dialects three interpreters were employed, the court interpreter interpreting the witnesses' evidence, Mr. Salas interpreting on behalf of the first prisoner, who spoke mandarin, and Inspector Quincey for the second prisoner, who spoke the Shanghai dialect.

## SUMMARY JURISDICTION.

(Before His Honour Mr. T. Sercombe Smith, Acting District Judge.)

October 23rd.

## FURTHER.

The following cases were fixed for the respective dates:—

Monday, October 26th.

1401—Fook Cheong & Co. v. D. M. Wright & Co. .... 941.00

1402—D. M. Wright & Co. v. Fook Cheong & Co. .... 518.10

Tuesday, October 27th.

1398—Lung Kuo v. Mah Yeng Piu (Dissolution of Partnership).

Thursday, October 29th.

1434—Chen Yau v. Tak Heng Ping Koo. .... 301.20

1435—Chan Kai Yau v. Tak Heng Ping Koo. .... 301.20

Friday, October 30th.

1416—Chin Chai Shi v. Cheung Kam Tin. .... 649.00

1422—The Yee Shing v. Scheele & Co. .... 250.00

1471—Chan Shin Chan and another v. Tung Tai Shop. .... 250.00

The following case was adjourned sine die:—

1365—Kwong Tung Cheung Tam Ki v. Shing Kee & Co. .... 282.20

## JUDGMENTS.

Judgment was given for the plaintiffs in the following cases:—

1420—Ma Cheung Chan v. Tsang Yung Hui. .... 714.00

1431—Colonial Treasurer v. Tso Tse	11.75
Ki. ....	
1451—Kwok Tuen v. Schwahn & other	6.50
1443—The Wing Nam v. Schwahn. ....	20.00
1447—Cheong Ling Fat v. Lau Sai Law	76.00
1453—Lahna Singh v. J. Allison. ....	40.00
1459—Lahna Singh v. J. Allison. ....	60.00
1470—Chan Yow Chi v. Chau Ping Yin. ....	20.00

## THE BANK OF CHINA AND JAPAN.

A circular forwarded to shareholders states as follows:—The accounts, to June 30 last, from branches have been so far adjusted that the Directors are now able to issue a statement, as prompted at the meeting held on April 16 last.

The balance sheet on Dec. 31, 1895, showed old fixed deposits outstanding £735,374, since then there have been repaid Jan. 1, 1896, 10 per cent. £113,178; July 1, 1896, 15 per cent. £169,713; 166,747; reducing such deposits outstanding to 40 per cent. of original amount) £424,433 6s. 10d. The proceeds of realisation effected since June last, and the instalment due next month of 100 per share of the call of £3 15s. will enable another substantial repayment to be made at the end of this year.

The number of ordinary shares applied for and allotted up to date is 106,223, and further applications are still being received.

Judgments have been obtained in all suits brought in British Courts by the Liquidator of the Old Bank against defaulting shareholders for the payment of calls, leading in many cases to satisfactory settlements. Calls and foreign shareholders did not appear in these Courts, and suits are being instituted by the Liquidator in the local Courts in Shanghai, New York, and elsewhere, to enforce payment of calls, and in these it is expected to obtain favourable judgments also.

The six months' working has about met the expenses of establishments, and the service of the Bank has much aided the liquidation of outstanding. The credit of the institution has distinctly improved.—*L. & C. Express.*

## SHIPPING AND MAIL NEWS.

## MAILS DUE:

French (*Ernest Simon*) 25th inst.  
Australian (*Memur*) 26th inst.  
American (*Doris*) 28th inst.  
Canadian (*Empress of India*) 4th prox.  
Tasmania (*Brasmar*) 4th prox.  
American (*China*) 5th prox.  
Tasmania (*Tasmar*) 14th prox.  
American (*Delisle*) 16th prox.

THE P. & O. S. N. Co.'s steamer *Aden* left Singapore for this port at noon to-day.

We are informed by the Agents (Messrs. Gibb, Livingston & Co.) that the "Ben" line steamer *Bendish*, from Antwerp and London, left Singapore yesterday for this port.

We are informed by the Agents (Messrs. Gibb, Livingston & Co.) that the "E. & A. S. Co." steamer *Memur*, from Sydney, left Port Darwin on the 16th inst., for this port.

## SHIPPING RETURNS.

From 5 p.m. yesterday to 5 p.m. to-day.

## ARRIVALS.

*Chiao* ..... from Canton.  
*Independent* ..... " " Chiao.  
*Irene* ..... " " Yokohama.  
*Produce* ..... " " Swatow.  
*Glenglynn* ..... " " Singapore.  
Aggregating 9,150 tons register.

## DEPARTURES.

*Bowenrich* ..... steamer, for Yokohama.  
*Chingfu* ..... " " Kobe.  
*Keim* ..... " " Port Wallut.  
*Zafra* ..... " " Manila.  
*Taiyang* ..... " " Swatow.  
*Wholan* ..... " " Singapore.  
*Oils* ..... " " Bangkok.  
*Cassius* ..... " " Amoy.  
*Kong Beng* ..... " " Japan.  
*Eyem* ..... " " Coast Peria.  
*Hallan* ..... " " Coast Peria.  
Aggregating 14,085 tons register.

## HONGKONG AND WHAMPOA DOCK RETURNS.

*Chungshan* ..... in Kowloon Dock.

*Acto* ..... " " " "  
*Loyal* ..... " " " "  
*Strathkellan* ..... " " " "  
*Saratov* ..... " " " "  
*John Batsley* ..... " " Cosmopolitan  
*Gaelic* ..... " " " "  
*Skarpm* ..... " " " "  
*Nanhai* ..... " " " "

## PASSED THE CANAL.

OUTWARD—25th September—*Bendish*, *Strathkellan*, 20th September—*Bendish*, *Grada*, *Agapanthus*, 22nd October—*Agapanthus*, *Ching-wo*, *Vorona*, 6th October—*Adm. Glenfarg*, *Hector*, *Radnorshire*, *Doris*, *Richmers*, 9th October—*Sakaki*, 13th October—*Achilles*, *Glenagarry*, *Oceanic*, *Courfield*, *Zillah*, 20th October—*Bendish*, *Myuna*, *Cephalonia*, *Morru*.  
HOMeward—16th October—*Palawan*, *Saghalien*, *Dionid*, 20th October—*Agatla*, *Shanghai*, *Norli*.

## AN INDESCRIBABLE SENSATION.

To be easily described a thing must have clear outlines and defined colours. Other words it must be simple. A rum in one's clothing, a bolt on one's body, a tumble while walking, the shape of a box, do, are easily set forth in words. On the contrary the complex and comprehensive things puzzle the mind and take the meaning from language.

It was for this reason that Miss Sabina Mitchell, alluding to an experience of illness, says, "As this time there came upon me an indescribable sensation. It was as if the pores of life were going to fall, and I should sink down without help, as a stone sinks in water. Yet in saying this I convey no adequate idea of the nature of that feeling. I hope I shall never have it again."

"The illness which led to it began in the spring of 1892. My health appeared to be generally all right. I found myself tired, nervous, and feeble. My appetite was poor, and after eating I had much distress at the stomach and pain at the chest and sides. My strength gradually declined and I became very low, weak, and nervous; and it was when in this condition that I felt the indescribable sensation I have spoken of."

"I soon became so depressed in body and mind that I was with great labour and strain that I attended to my business. I was extremely discouraged and feeble, and none of the many medicines I tried did me any real good. In December, 1892, Mother Selig's Syrup was recommended to me, and I began using it. It did me, indeed, small confidence. But after having taken it for a few days I felt wonderful relief. My appetite improved, and I began to feel better."

pain. A short time afterwards the Syrup proved its value in the matter of my disordered nerves. The nervousness disappeared with my increasing strength. Nowadays, whenever I need any medicine, a few doses of Mother Selig's Syrup quickly set me right. Having had so convincing an experience of what it can do, I recommend it to all my friends and customers. You can make such use as you like of this letter. (Signed), (Miss) Sabina Mitchell, Marchmont-Fee, Boston, Mass., May 17th, 1905."

"In March, 1892," writes another lady, "my health began to give way. I had lost my energy, and was languid and heavy in feeling. I had a sense of faintness and dizziness that was almost constant, and occasional spells of sinking which I cannot describe. Hot and cold flashes came over me, my mouth tasted bitter, and after eating I had a feeling at the chest like the pressure of an actual load upon it. I never seemed rested, and awake in the morning more tired than when I went to bed. I was also much troubled with wind or gas from the stomach, and raised a sour, blinding fluid."



## Intimations.

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Constructing and Working  
Railways and Tramways

Apply to Messrs. DODWELL CARLILL & Co., Hongkong, Agents for the above.

## EVERY CONSUMPTIVE

suffers greatly from extreme exhaustion and emaciation. There is no vitality, and recovery cannot be expected until the system has strength to fight the disease.

## Scott's Emulsion

is the most natural and most effective remedy in the world for all phases of Throat and Lung Diseases. It stops coughing, relieves local inflammation, overcomes the excessive wasting of the system, and gives flesh and strength. Its many uses in building up the system are due to its remarkable nourishing properties. Sold by all Chemists.

Sole Agents for Hongkong and the Empire of China:—WATKINS &amp; Co., Hongkong.

## For Sale.

## FOR SALE.

HANDSOME FIRST CLASS MICROSCOPE—NOLSON MODEL—with all Optical Accessories, Chemicals and Apparatus necessary to study or research in any department of Microscopic Science; together with a number of Work on Microscopy and Correlative Subjects—Price, \$1,000.

Can be viewed on application at  
**THE HONGKONG DISPENSARY.**  
Hongkong, 22nd October, 1896. [163]

## FOR SALE.

The Belgian x 100 A Iron Screw Steamer  
"ANVERS,"  
2,586 Tons Reg. Gross, 1,995 Tons Reg. Net.  
Lying in Hongkong Harbour.

For Particulars, apply to  
**LAUTS, WEGENER & Co.,**  
Agents for  
CAPTAIN & OWNERS.  
Hongkong, 22nd September, 1896. [148]

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[163]

## Shipping.

## STEAMERS.

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.  
FOR SINGAPORE, PENANG AND  
CALCUTTA.

THE Company's Steamship  
"SUISANG,"  
Captain Galsworthy, will be despatched as above  
TOMORROW, the 24th instant, at 3 P.M.  
For Freight or Passage, apply to  
**JARDINE, MATHESON & Co.,**  
General Managers.  
Hongkong, 20th October, 1896. [162]



NIPPON YUSEN KAISHA.

FOR KOBE AND YOKOHAMA.

THE Company's Steamship  
"KNIGHT OF ST. JOHN,"  
Captain A. H. Elliot, will be despatched for the  
above Ports TOMORROW, the 24th instant,  
at 5 P.M.  
For Freight, apply to  
**NIPPON YUSEN KAISHA.**  
Hongkong, 19th October, 1896. [1618]

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

FOR AMOY AND TAMSUI.

THE Company's Steamship  
"HAILONG,"  
Captain Davis, will be despatched for the above  
Ports on SUNDAY, the 25th instant, at  
Daylight.  
For Freight or Passage, apply to  
**DOUGLAS LAURENCE & Co.,**  
General Managers.  
Hongkong, 22nd October, 1896. [1635]

THE CHINA MUTUAL STEAM NAVIGATION  
COMPANY, LIMITED.

FOR LONDON.

VIA STRAITS AND USUAL PORTS OF  
CALL.  
(Taking Cargo at through rates for GLASGOW,  
LIVERPOOL, CONTINENTAL PORTS,  
RIVER PLATE, &c.)

THE Company's Steamship  
"KEEMUN,"  
J. Barber, Commander, will be despatched as  
above on MONDAY, the 25th instant, at 5 P.M.  
For Freight, &c., apply to  
**HOLLIDAY, WISE & Co.,**  
Agents.  
Hongkong, 21st October, 1896. [1576]

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR TIENTSIN.

THE Company's Steamship  
"KWEIYANG,"  
Captain Osterbridge, will be despatched as above  
on MONDAY, the 25th instant.  
For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
Agents.  
Hongkong, 22nd October, 1896. [1636]

FOR NEW YORK, VIA SUEZ CANAL.  
THE "Warrack" Line Steamer

"ARGYLE,"  
Captain Wm. Ward, will be despatched for the  
above Port on TUESDAY, the 27th instant, at  
Noon.

To be followed by  
"MILBURN" Line Steamer  
"PORT PHILLIP,"  
on or about the 9th November, and  
"MOGUL" Line Steamer  
"MOGUL,"  
on or about the 24th November.

For Freight or Passage, apply to  
**DODWELL, CARLILL & Co.,**  
Agents.  
Hongkong, 19th October, 1896. [1570]

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR PORT DARWIN, QUEENSLAND  
PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship  
"CHANGSHA,"  
Captain Williams, will be despatched on  
FRIDAY, the 30th instant, at 4 P.M.

The attention of Passengers is directed to the  
Superior Accommodation offered by this Steamer.  
The First-class Saloon is situated forward of the  
Engines. A Refrigerating Chamber ensures the  
Supply of Fresh Provisions during the entire  
voyage.

A duly qualified Surgeon is carried and the  
Vessel is fitted throughout with Electric Light.  
For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
Agents.  
Hongkong, 23rd October, 1896. [1616]

SAILING VESSELS.

FOR NEW YORK.

THE 3/4 A.I. American Ship  
"SAINT MARK,"  
Dudley, Master, will load here for the above  
Port, and will have quick despatch.  
For Freight, apply to  
**CARLOWITZ & Co.,**  
Agents.  
Hongkong, 23rd August, 1896. [1577]

FOR NEW YORK.

THE 3/4 A.I. L. 3/4 m. American Ship  
"WILLIAM H. SMITH,"  
Wilson, Master, will load here for the above  
Port, and will have quick despatch.  
For Freight, apply to  
**CARLOWITZ & Co.,**  
Agents.  
Hongkong, 19th October, 1896. [1611]

FOR SAN FRANCISCO.

THE 100 A.I. British Ship  
"CLAN MACFARLANE,"  
Templeton, Master, will load here for the above  
Port, and will have quick despatch.  
For Freight, apply to  
**HEWMAN, TOMES & Co.,**  
Agents.  
Hongkong, 9th October, 1896. [1571]

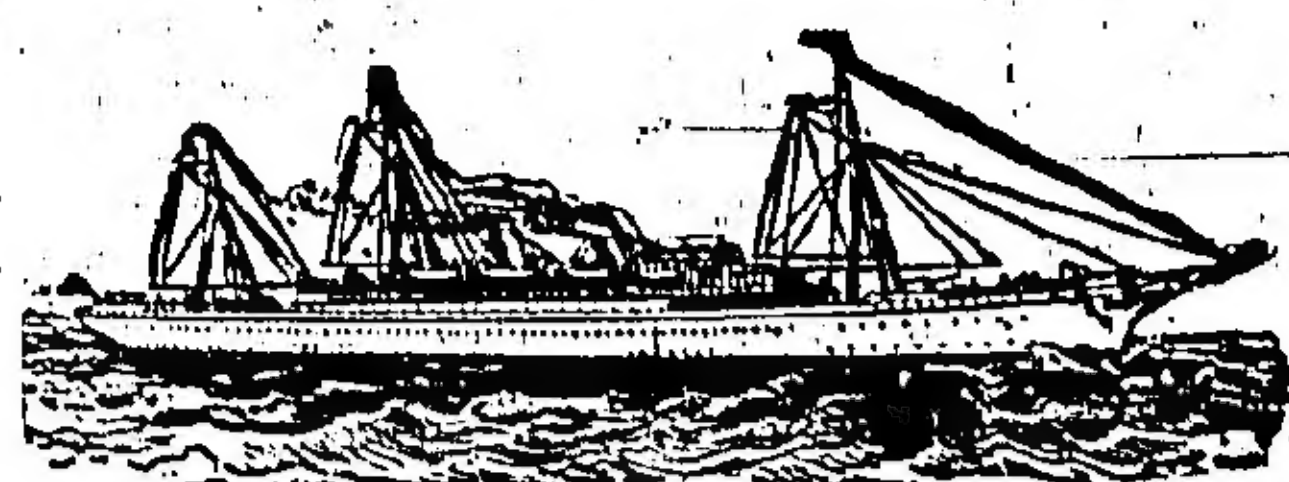
FOR NEW YORK.

THE L.L.I. American Ship  
"WILLIAM J. BUTCH,"  
Captain S. Lancaster, will load for the above  
Port, and will have quick despatch.  
For Freight, apply to  
**ARNOLD, KARRER & Co.,**  
Agents.  
Hongkong, 12th October, 1896. [1565]

## Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE

1896.



1896.

**SAFETY. SPEED. PUNCTUALITY.**  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 23rd October.  
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 25th November.  
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R....WEDNESDAY, 23rd December.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF  
JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12  
DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL  
TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent  
FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is  
made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which  
passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and ARROUND THE WORLD. Return  
tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,  
Diplomatic and Civil Services, and to European Officials in the Service of China and Japan  
Government.

CIRCULAR PACIFIC TOUR TICKETS Hongkong to Vancouver, Vancouver to Sydney  
Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for  
9 months, \$100.

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS,  
(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS  
(the Company having received the highest award for same at recent Chicago World Exhibition),  
and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the  
Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by  
the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,  
Pender's Street.

Hongkong, 30th September, 1896.

OCCIDENTAL & ORIENTAL  
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO  
JAPAN, THE UNITED STATES,  
MEXICO,  
CENTRAL AND SOUTH AMERICA, AND  
EUROPE.

VIA  
THE OVERLAND RAILWAYS,  
AND  
ATLANTIC AND OTHER CONNECTING  
STEAMERS.

VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama) ... Wednesday, 4th Nov., at Noon.

Belgic (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama and Honolulu) ... Saturday, 1st Nov., at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama and Honolulu) ... Tuesday, 8th Dec., at Noon.

THE Company's Steamship

"DORIC,"  
will be despatched for SAN FRANCISCO, via  
SHANGHAI, NAGASAKI, KOBE, INLAND  
SEA AND YOKOHAMA, on WEDNESDAY,  
the 4th November, 1896, at Noon. Connection  
being made at Yokohama with Steamers from  
Shanghai.

Steamers of this line pass through the IN-  
LAND SEA OF JAPAN, and call at Honolulu,  
and passengers are allowed to break their  
journey at any point en route.

Through Passage Tickets granted to England,  
France and Germany by all trans-Atlantic lines  
of Steamers, and to the principal cities of the  
United States or Canada. Rates, and particu-  
lars of the various Routes may be obtained  
upon application.

Special rates (First-class only) are granted to  
Missionaries, members of the Naval, Military,  
Diplomatic and Civil Services, to European  
Officials in service of China and Japan, and to  
Government officials and their families.

Passengers who have paid full fare, re-embark-  
ing at San Francisco for China or Japan (or vice  
versa) within one year, will be allowed a dis-  
count of 10 per cent. This allowance does not  
apply to through fares for China and Japan  
to Europe.

All PARCEL PACKAGES should be marked to  
address in full, and same will be received at  
the Company's Office until Five P.M. the day  
previous to sailing.

Consular Invoices to accompany Cargo des-  
tined to Points beyond San Francisco, in the  
United States, should be sent to the Company's  
Office, addressed to the Collector of Customs,  
San Francisco.

For further information as to Freight or  
Passage, apply to the Agency of the Company,  
No. 7, Praya Central.

J. S. VAN BUREN, Agent  
Hongkong, 30th September, 1896.

F. BLACKHEAD & CO.,  
SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS,  
NAVAL CONTRACTORS  
AND GENERAL COMMISSION  
AGENTS.

PRAYA CENTRAL HONGKONG.  
SOAP MANUFACTURERS.

SOLE AGENTS FOR  
HARTMANN'S RAHETIN'S GENUINE  
COMPOSITION RED HAND BRAND.  
HARTMANN'S GREY PAINT.  
DAIMLER'S PATENT MOTOR LAUNCHES  
&c.

Sole Agents for  
FERGUSON'S SPECIAL CREAM  
and  
P. & O. SPECIAL LIQUOR SCOTCH  
WHISKY, &c.

EVERY KIND OF  
SHIPS STORES AND REQUISITES  
ALWAYS IN STOCK.  
AT  
REASONABLE PRICES.

Hongkong, 19th May, 1896. [160]

U. S. MAIL LINE.  
PACIFIC MAIL STEAM-  
SHIP COMPANY.

VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama) ... Tuesday, 27th Oct., at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama and Honolulu) ... Thursday, 12th Nov., at Noon.

Persia (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama) ... Sunday, 20th Nov., at Daylight.

THE U.S. Mail Steamship

"CITY OF PEKING,"  
will be despatched for SAN FRANCISCO, via  
SHANGHAI, NAGASAKI, KOBE, INLAND  
SEA, YOKOHAMA AND HONOLULU, on  
TUESDAY, the 27th October, 1896, at Noon,  
taking Passengers and Freight for Japan, the  
United States, and Europe.

Steamers of this line pass through the IN-  
LAND SEA OF JAPAN, and call at Honolulu,  
and passengers are allowed to break their  
journey at any point en route.

Through Passage Tickets granted to England,  
France, and Germany by all trans-Atlantic lines  
of Steamers, and to the principal cities of the  
United States or Canada. Rates may be  
obtained upon application.

Passengers holding Orders FOR OVERLAND  
CITIES in the United States have, between  
SAN FRANCISCO and CHICAGO, the option of  
the SOUTHERN PACIFIC, CENTRAL  
PACIFIC, UNION PACIFIC, DENVER and RIO  
GRANDE, and other direct connecting  
Railways, and from Chicago to destination, the  
choice of direct lines.

Particulars of the various routes can be  
had on application.

Special rates (First-class only) are granted to  
Missionaries, members of the Navy, Military,  
Diplomatic, and Civil Services, to European  
Officials in the service of China and Japan, and  
to Government officials and their families.

Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan Ports,  
to San Francisco, to Atlantic and Inland Cities  
of the United States, via Overland Railways,  
to Havana, Trinidad, and Demerara, and to ports  
in Mexico, Central and South America, by the  
Company's and connecting Steamers.

Freight will be received on board until 4 P.M.  
on day previous to sailing. Parcel Packages will  
be received at the Office until 5 P.M. same day;  
all Parcel Packages should be marked to ad-  
dress in full; value of same is required.

Consular Invoices to accompany Cargo des-  
tined to Points beyond San Francisco, in the  
United States, should be sent to the Company's  
Office in Sealed Envelopes, addressed to the  
Collector of Customs at San Francisco.

For further information as to: Passage and  
Freight, apply to the Agency of the Company,  
No. 7, Praya Central.

J. S. VAN BUREN, Agent  
Hongkong, 9th October, 1896. [161]

## NOTICE.

THE BEST PREVENTIVE OF ALL  
INFECTIOUS DISEASES.

**DYLE FLUID**  
THE BEST  
DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY  
ITS USE.

W. G. HUMPHREYS & Co.,  
Bank Buildings,  
Hongkong, 6th March 1896.

## Mails.

NORTHERN PACIFIC  
STEAMSHIP AND RAILROAD  
COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to  
the very cheap rates offered by this Line  
to the PACIFIC COAST and the INTERIOR  
and EASTERN CITIES of the UNITED STATES and  
CANADA and to EUROPE.

HONGKONG TO LONDON \$400.  
Excellent accommodation. First-class Table.  
Doctor and STEWARDSS carried.

HONGKONG TO NEW YORK \$350.  
The Railroad travelling is second to none on  
the American Continent. Magnificent Scenery  
of the ROCKY and CASCADE MOUNTAINS. The  
YELLOWSTONE NATIONAL PARK route. Passen-  
gers to EUROPE, may proceed by one of the first  
class ATLANTIC MAIL LINES.

HONGKONG TO YACOMA \$225.  
Rates of Passage to other Ports on application.  
Special rates allowed to members of Govern-  
ment Services.

PROPOSED SAILINGS FROM  
HONGKONG.  
(SUBJECT TO ALTERATION.)

Braemar ..... 3.00 | Wednesday | Nov. 4.  
Tacoma ..... 2.50 | Thursday... | Nov. 25.  
Victoria ..... 3.10 | Tuesday... | Dec. 5.  
Olympia ..... 2.60 | Tuesday... | Dec. 29.

THE Steamship

"BRAEMAR,"  
Captain E. Porter, sailing at Noon, on WED-  
NESDAY, the 4th November, will proceed to  
VICTORIA (B.C.), and TACOMA (Wash.), via  
SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan,  
Pacific Coast Ports, and to Canadian and  
United States Ports.

Consular Invoices of Goods for United States  
Ports should be in quadruplicate; and one  
copy must be sent forward by the steamer to  
the care of the Freight Agent, Northern Pacific  
Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address  
marked in full) by 5 P.M., on the day previous to  
sailing.

For further information as to Passage or  
Freight, apply to  
**DODWELL, CARLILL & Co.,**  
General Agents.  
Hongkong, 19th October, 1896.



THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR  
STRAITS, CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, FLYMOOTH AND LONDON.

Through Bills of Lading issued for BATAVIA,  
PERMAN, SUEZ, CONTINENTAL and  
AMERICAN PORTS.

THE Steamship

"MIRZAPUR,"  
Captain E. G. Andrews, carrying Her Majesty's  
Mails, will be despatched from this for BOMBAY,  
&c., on THURSDAY, the 11th November, at  
Noon, taking Passengers and Cargo for the  
above Ports. This steamer connects at Bombay  
with the S.S. *Peninsular*, leaving that Port on  
the 28th November, for London direct.

Silk and Valerables, all Cargo for France,  
and Tea for London (under arrangement) will  
be transhipped at Colombo into a steamer  
proceeding direct to Marseilles and London;  
other Cargo for London, &c., will be conveyed  
via Bombay.

Parcels will be received at this Office until 4  
P.M. the day before sailing. The Content and  
Value of all Packages are required.

Shippers are particularly requested to note  
the terms and conditions of the Company's Bills  
of Lading.

For further Particulars apply to  
H. A. RITCHIE,  
Surgeon General.  
Hongkong, 22nd October, 1896. [143]

NORDDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR  
SINGAPORE, COLOMBO, ADEN, SUEZ,  
PORT SAID, NAPLES, GENOA,  
ANTWERP, BREMEN AND HAMBURG,  
PORTS IN THE LEVANT,  
BLACK SEA AND BALTIC PORTS;  
ALSO  
LONDON, NEW YORK, BOSTON,  
BALTIMORE, NEW ORLEANS,  
GALVESTON, AND SOUTH AMERICAN  
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT  
SOUTHAMPTON  
TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo CAN BE TAKEN ON THROUGH  
BILLS OF LADING FOR THE PRINCIPAL  
PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION.)

Prussia ..... Tuesday... | 10th Nov.  
Sachsen ..... Tuesday... | 8th Dec.  
Bayern ..... Tuesday... | 5th Jan.  
Prins Heinrich ..... Tuesday... | 2nd Feb.  
Prussia ..... Tuesday... | 2nd March.

ON TUESDAY, the 10th day of November,  
1896, at 9 A.M., the Company's Steamship  
"PREUSSEN," Capt. P. Wiethe, with MAILED  
PASSENGERS, SPECIE and CARGO, will  
leave this Port as above, calling at NAPLES and  
GENOA.

Shipping Orders will be granted till Noon on  
SATURDAY, the 7th Nov. Cargo and Specie  
will be received on board until 5 P.M. on MONDAY  
the 9th Nov. and Parcels will be received at  
the Agency Office until Noon on MONDAY, the  
9th Nov. Consular Invoices are required. No  
Parcel Receipts will be signed for less than  
25 to and Parcels should not exceed Two Feet